ACIFIC COMPANY

(IC SYSTEM.)

TT 28
Effec June 2 - 1918

TABLE

R THE

N DIVISION

SOUTHERN
SAFETY
PACIFIC

January 10, 1917, at 12:01 A. M.

TIME (120th MERIDIAN)

es only, and not intended for the use of the public.

vary from this time-table at pleasure.

W. R. SCOTT,	**D. W. CAMPBELL,**	**G. F. RICHARDSON,**
Vice-President and General Manager.	*Assistant General Manager.*	*Superintendent of Transportation.*

BULLETIN NO. 318 FILE NO. 520-311

Stockton Oct 19th 1917

PASSENGER CONDUCTORS AND BRAKEMEN:

Commencing Friday, October 26th and continuing during the duck hunting season, No. 52 will stop at Gadwall Friday nights for accomodation of the members of the Los Banos Gun Club.

H B Titcomb

b

STOCKTON DIVISION

SOUTHERN PACIFIC COMPANY
(Pacific System)

Office of
Superintendent
Los Angeles Division.

Los Angeles,
Aug. 8, 1917.

SO. PAC. CO.
RECEIVED
AUG 10 1917
SUPT TRANSP.

CIRCULAR NO. 1905.

TO ALL AGENTS:

Yosemite Valley Railroad Company advises as follows; this for your information:

"Effective Sunday, August 12th, Trains Nos. 2 and 3 will be discontinued and regular passenger service between Merced and El Portal will be Trains Nos. 4 and 1."

W. H. Whalen, Supt.

File No. 321-3.

ACIFIC COMPANY

TIC SYSTEM.)

TT 28
Effec. June 2 - 1918

7

TABLE

OR THE

N DIVISION

January 10, 1917, at 12:01 A. M.

TIME (120th MERIDIAN)

es only, and not intended for the use of the public.

vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

STOCKTON DIVISION

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TT 28
Effec June 2 - 1918

27

TIME TABLE

FOR THE

STOCKTON DIVISION

To Take Effect Wednesday, January 10, 1917, at 12:01 A. M.

SOUTHERN PACIFIC SAFETY

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Eastward. FROM SAN FRANCISCO—Tracy and Brighton Sub-Division.

Capacity of passing Sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS							FIRST CLASS												Distance from San Francisco Via Niles		Time Table No. 27 January 10, 1917
	298	286	254	256	288			80	50	38	124	8	32	136	84	82	122	210	86			
	Way Freight	Way Freight	Ogden Manifest	Sunset Manifest	Stockton Freight			Stockton Flyer	San Joaquin Valley Flyer	Stockton & Sacramento Passenger	Sacramento Passenger	Los Angeles Passenger	Stockton & Sacramento Express	Stockton Passenger	San Francisco Bakersfield Passenger	Sacramento Passenger	Sacramento Passenger	The Newsboy	Oil Fields Flyer			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
Term. Yard WFTYO P	6.30AM	6.00AM	5.45AM		4.35AM			7.27PM	6.55PM	6.45PM	4.50PM	1.55PM	1.45PM	11.55AM	11.40AM	10.15AM	8.50AM	4.25AM	2.35AM	70.8	Automatic Block Double Track	DNR **TRACY** 3.1
95 P								7.33	7.00	f6.51	s4.55	2.00	1.50	f12.01PM	11.45	10.20	s 8.55	4.30	2.40	73.9		BANTA 4.3
P								7.39	7.06	6.57	5.02	2.07	1.56	12.07	11.51	10.26	f 9.01	4.36	2.47	78.2		S. JOAQUIN RIVER BRIDGE (No siding) 3.3
87 WY P	7.05AM			5.30AM				7.45	s 7.15PM	s7.08	s5.10 5.20	s 2.15PM	s 2.05 2.10	s12.14	s11.59AM	s10.33	s 9.10 9.30	s4.43	s 2.53AM	81.5		DNR **LATHROP** 4.6
97 P								7.52		7.14	s5.27		s 2.16	f12.19		10.40	s 9.37	4.50		86.1		FRENCH CAMP 1.6
I																				87.7		W. P. Crossing 3.2
I Interm. Yard WFTYO P								s8.00PM		s7.30 7.40	s5.40		s 2.30	s12.30PM		s10.50	s 9.50	s5.05		90.9		A. T. & S. F. Crossing S. E. R. R. Crossing DNR **STOCKTON** C. C. T. Co. Crossings 1.4
I P		8.55	6.50	6.25	6.10					7.44	5.44		2.34			10.54	9.53	5.08		92.3	Automatic Block	W. P. Crossing End of Double Track 0.4
69																				92.7		EL PINAL 0.8
																f				93.5		JARN (Spur) 2.0
											f					f				95.5		HAMMER (No Siding) 1.1
87 P		9.10	7.00	6.35	6.20					7.50	s5.51		2.40			f11.01	9.59	5.14		96.6		CASTLE 1.4
										f	f					f				98.0		RACIMO (No Siding) 0.8
											f					f				98.8		PEARSON (No Siding) 1.4
46 P		9.20	7.20	6.43	6.32					7.55	f5.57		2.45			f11.13	10.04	5.19		100.2		ARMSTRONG 0.9
											f					f				101.1		METTLER (No Siding) 1.0
											f					f				102.1		BARNHARDT (No Siding) 1.2
90 WFT P		9.35 11.45	7.30	6.52	6.45					s8.05	s6.12		s 2.55			s11.23	s10.10	s5.28		103.3		C. C. T. Co. Crossing DN **LODI** 0.8
																				104.1		CIPRICO (Spur) 1.0
											f					f	f			105.1		URGON (Spur) 1.1
61		11.55AM	7.37	7.07	7.07					s8.10	s6.20		s 3.00			s11.30	s10.15	5.33		106.2		D ACAMPO 1.0
											f					f				107.2		PIERRE (No Siding) 0.9
											f					f				108.1		JAHANT (No Siding) 1.4
86 P		12.05PM	7.43	7.20	7.25					8.16	f6.26		f 3.10			f11.37	10.21	5.38		109.5		FOREST LAKE 2.2
45WFT P		12.15	7.56	7.30	7.56					s8.25	s6.32		s 3.20			s11.44	s10.28	f5.45		111.7		DN **GALT** 2.8
											f					f				114.5		TWIN CITY (No Siding) 1.0
86 P		12.35	8.05	7.50	8.10					8.32	f6.40		3.27			f11.50	10.38	5.50		115.5		NEED 2.0
		1.00	8.10	7.56	8.20					8.36	f6.44		f 3.30			f11.53	f10.43	5.53		117.5		ARNO 2.0
49 P		1.10	8.15	8.02	8.30					8.40	f6.48		f 3.33			f11.57AM	f10.48	5.56		119.5		McCONNELL 3.4
87		1.25	8.25	8.15	8.55					s8.48	s7.00		s 3.40			s12.05PM	s10.53	f6.02		122.9		D ELK GROVE 1.0
											f					f				123.9		BOND (Spur) 1.8
47 P		1.35	8.33	8.23	9.15					8.53	f7.06		3.46			f12.15	11.00	6.07		125.7		MEADOWS 3.3
88		1.45	9.00	8.30	9.30					s9.00	s7.13		s 3.54			s12.21	s11.08	f6.14		129.0		D FLORIN 3.0
																				132.0		POLK 0.3
																				132.3	Double Track	End of Double Track 0.9
WP		2.10PM	9.15AM	8.40AM	9.55AM					s9.10PM	s7.25PM		s 4.05PM			s12.30PM	s11.15AM	s6.25AM		133.2		DNR **BRIGHTON**
		2.30PM								s9.25PM	s7.40PM		s 4.20PM			s12.45PM	s11.30AM	s6.42AM		139.1		**SACRAMENTO**
		Via Elvas	10.15AM	10.00AM	12.20PM					Via Elvas	Via Elvas		Via Elvas			Via Elvas	Via Elvas	Via Elvas		150.9		**ROSEVILLE**
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			62.4
	(0.35)	(8.10)	(3.30)	(3.10)	(5.20)			(0.33)	(0.20)	(2.25)	(2.25)	(0.20)	(2.20)	(0.35)	(0.19)	(2.15)	(2.25)	(2.00)	(0.18)			............Time over District.
	18.34	10.40	17.83	16.32	11.70			36.54	32.10	27.72	27.72	32.10	27.72	34.46	33.78	27.72	28.33	31.20	35.66			............Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Single track over San Joaquin Bridge; Trains will be governed by interlocking signals.

Eastward main track between A. T. & S. F. R. R., crossing Stockton, and End of Double Track, Stockton, is not protected by Automatic Signals.

ADDITIONAL FLAG STOPS
- No. 38 at French Camp to discharge passengers.
- No. 32 at Banta for express and to discharge passengers.
- Nos. 82 and 124 at Collier, Moon, Tribble, Sibeck, Sonac and Palatine.

TOWARD SAN FRANCISCO—Tracy and Brighton Sub-Division.

Westward.

Time Table No. 27

January 10, 1917

		STATIONS	Distance from Sacramento	FIRST CLASS											THIRD CLASS				
				87	79	135	49	181	109	31	37	83	51	121	257	285	253	297	223
				Oil Fields Flyer	Stockton Flyer	Stockton Passenger	San Joaquin Valley Flyer	Stockton & Sacramento Passenger	Sunset Express	Stockton & Sacramento Express	Sacramento Passenger	Bakersfield San Francisco Passenger	Bakersfield San Francisco Passenger	Sacramento Passenger	Sunset Manifest	Way Freight	Ogden Manifest	Way Freight	Tracy Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily
Automatic Block Double Track	DNR	**TRACY**	68.3	s 4.35AM	s 7.40AM	s 9.25AM	s 9.45AM	s 12.14PM	s 2.15PM	s 2.20PM	s 4.35PM	s 5.45PM	s 7.30PM	s 7.33PM		3.45PM	2.00PM	5.15PM	12.05AM
		3.1																	
		BANTA	65.2	4.28	7.34	f 9.17	9.38	12.09	2.07	s 2.14	f 4.29	5.38	7.21	7.25					
		4.3																	
		SAN JOAQUIN RIVER BRIDGE (No siding)	60.9	4.21	7.28	9.08	9.32	12.03PM	2.01	2.07	f 4.21	5.31	7.15	7.19					
		3.3																	
	DNR	**LATHROP**	57.6	4.15AM	7.23	s 9.01	9.25AM	s 11.56AM	1.55PM	2.00 s 1.50	s 4.15	5.25PM	7.10PM	7.13 s 7.00	5.00AM			4.20PM	
		4.6																	
		FRENCH CAMP	53.0		7.17	f 8.53		11.49		s 1.42	f 4.07			s 6.48					
		1.6																	
		W. P. Crossing	51.4																
		3.2																	
	DNR	A. T. & S. F. Crossing S. E. R. R. Crossing **STOCKTON** C. C. T. Co. Crossings	48.2		7.10AM	8.45AM		11.40 s 11.30		s 1.35	s 4.00			s 6.40					
		1.4																	
Automatic Block		W. P. Crossing End of Double Track	46.8					11.25		1.22	3.48			6.29	3.45	12.44	12.20		10.15PM
		0.4																	
		EL PINAL	46.4																
		0.8																	
		JARN (Spur)	45.6					f			f								
		2.0																	
		HAMMER (No Siding)	43.6					f			f								
		1.1																	
		CASTLE	42.5					f 11.18		1.15	f 3.40			f 6.22	3.35	12.20	12.05PM		10.05
		1.4																	
		RACIMO (No Siding)	41.1					f			f								
		0.8																	
		PEARSON (No Siding)	40.3					f			f								
		1.4																	
		ARMSTRONG	38.9					f 11.13		1.10	f 3.32			f 6.17	3.25	12.05PM	11.45AM		9.58
		0.9																	
		METTLER (No Siding)	38.0					f			f								
		1.0																	
		BARNHARDT (No Siding)	37.0					f			f								
		1.2																	
	DN	C. C. T. Co. Crossing **LODI**	35.8					s 11.08		s 1.05	s 3.26			s 6.12	3.15	11.50AM 10.23	11.23 10.57		9.50
		0.8																	
		CIPRICO (Spur)	35.0																
		1.0																	
		URGON (Spur)	34.0					f			f								
		1.1																	
	D	ACAMPO	32.9					s 10.57		s 12.55	s 3.17			s 6.04	3.05	10.15	10.44		9.35
		1.0																	
		PIERRE (No Siding)	31.9					f			f								
		0.9																	
		JAHANT (No Siding)	31.0					f			f								
		1.4																	
		FOREST LAKE	29.6					f 10.50		f 12.50	f 3.10			f 5.56	2.55	9.50	10.34		9.28
		2.2																	
	DN	**GALT**	27.4					s 10.45		s 12.45	s 3.05			s 5.52	2.45	9.40	10.28		9.20
		2.8																	
		TWIN CITY (No Siding)	24.6					f			f								
		1.0																	
		NEED	23.6					f 10.38		12.35	f 2.58			5.41	2.22	9.25	9.57		9.03
		2.0																	
		ARNO	21.6					f 10.29		f 12.31	f 2.54			f 5.37	2.16	9.15	9.51		8.59
		2.0																	
		McCONNELL	19.6					f 10.25		f 12.27	f 2.50			f 5.33	2.10	9.05	9.45		8.55
		3.4																	
	D	ELK GROVE	16.2					s 10.18		s 12.22	s 2.45			s 5.27	2.00	8.55	9.30		8.48
		1.0																	
		BOND (Spur)	15.2					f											
		1.8																	
		MEADOWS	13.4					f 10.11		12.15	2.39			5.21	1.47	8.33 8.23	9.15		8.32
		3.3																	
	D	FLORIN	10.1					s 10.05		s 12.10	s 2.34			s 5.15	1.37	7.55	9.00		8.25
		3.0																	
		POLK	7.1																
		0.3																	
Double Track		End of Double Track	6.8																
		0.9																	
	DNR	**BRIGHTON**	5.9					s 9.55AM		s 12.01PM	s 2.25PM			s 5.05PM	1.25AM	7.35AM	8.45AM		8.15PM
		SACRAMENTO	0.0					9.40AM		11.45AM	2.10PM			4.50PM		7.10AM			8.00PM
		ROSEVILLE						Via Elvas		Via Elvas	Via Elvas			Via Elvas	12.10AM	Via Elvas	8.00AM		Via Elvas
		62.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily
		Time over District		(0.20)	(0.30)	(0.40)	(0.20)	(2.19)	(0.20)	(2.19)	(2.10)	(0.20)	(0.20)	(2.28)	(3.35)	(8.10)	(5.15)	(0.55)	(3.50)
		Average speed per hour		32.10	40.20	30.15	32.10	29.02	32.10	29.02	28.80	32.10	32 10	27.13	14.43	9.38	13.28	11.67	16.27

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).
Single track over San Joaquin Bridge: Trains will be governed by interlocking signals.

ADDITIONAL FLAG STOPS

No 37 and 181 at Collier, Moon, Tribble, Sibeck, Sonac and Palatine.

Eastward. FROM SAN FRANCISCO—Tracy and Fresno Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of passing Sidings in car lengths, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from San Francisco via Antioch	Automatic Block	Time Table No. 27 January 10, 1917 STATIONS	Distance from Fresno	FIRST CLASS			SECOND CLASS		THIRD CLASS	
	96 Mixed	248 Way Freight	242 Fresno Mdse. Freight	92 Los Banos Motor	94 Goshen Jct. Passenger	26 The Owl	88 Fresno Passenger	52 Fresno Flyer	36 Fresno Passenger					25 The Owl	35 San Francisco Passenger	85 SanFrancisco Passenger	91 Los Banos Motor	93 Visalia Passenger	95 Mixed	247 Way Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Term Yard WFTYO P		6.30AM	1.00AM	4.40PM		8.35PM	7.35PM	7.05PM	10.25AM	82.2	DNR	**TRACY** 2.7 W. P. Crossing	126.2	s 6.05AM	¶ 11.35AM	s 6.40PM	s 7.40AM			4.30PM
46 I		6.40	1.10	f 4.45		8.39	7.41	7.09	f 10.31	84.9		LYOTH 3.0	123.5	5.56	f 11.28	6.33	f 7.26			4.20
59		6.50	1.19	f 4.51		8.43	f 7.46	7.13	f 10.36	87.9		YARMOUTH 4.7	120.5	5.51	f 11.23	f 6.28	f 7.20			4.10
57		7.11	1.30	f 5.00		8.49	f 7.53	7.19	s 10.45	92.6		VERNALIS 0.9	115.8	5.43	s 11.15	f 6.19	f 7.11			3.50
										93.5		OHM (Spur) 1.4	114.9							
				f			f		f	94.9		ROMAIN (Spur) 1.5	113.5		f	f	f			
48		7.25	1.40	f 5.07		8.54	7.59	7.24	10.51	96.4		HALLY 4.0	112.0	5.38	11.09	6.11	f 7.02			3.35
57 W		7.55	1.50	s 5.14		9.00	f 8.05	7.29	s 11.02	100.4	D	WESTLEY 4.4	108.0	5.30	s 11.02	s 6.05	s 6.55			3.20
				f			f		f	104.8		VANORMER (Spur) 2.6	103.6		f	f	f			
57		8.25	2.06	s 5.25		9.09	s 8.16	7.38	s 11.15	107.4	D	PATTERSON 5.8	101.0	5.21	s 10.48	s 5.52	s 6.43			2.55
56		8.50	2.20	s 5.40		9.17	s 8.25	7.45	s 11.28	113.2	D	CROWS LANDING 2.8	95.2	5.13	s 10.34	s 5.40	s 6.32			2.35
									f	116.0		STOMAR (Spur) 1.3	92.4			f				
52		9.05		f 5.54		9.22	8.30	7.50	f 11.35	117.3		TIMBA 2.2	91.1	5.07	f 10.24	f 5.31	6.23			2.20
60 W		9.25	2.35	s 6.00		9.25	s 8.34	7.53	s 11.43	119.5	D	NEWMAN 4.0	88.9	5.04	s 10.19	s 5.27	s 6.18			2.10
56		10.04	2.45	s 6.11		9.30	s 8.42	7.58	s 11.54AM	123.5	D	GUSTINE 3.4	84.9	4.59	s 10.04	s 5.13	s 6.08			1.50
44		10.14	2.54	f 6.19		9.35	f 8.48	8.03	f 12.01PM	126.9		LINORA 2.4	81.5	4.54	f 9.54	f 5.01	f 6.01			1.35
74		10.23	2.59	f 6.24		9.38	f 8.52	8.06	s 12.07	129.3		INGOMAR 6.3	79.1	4.51	s 9.49	f 4.56	f 5.56			1.25
59		10.40	3.14	f 6.35		9.46	f 9.01	8.14	s 12.19	135.6	D	VOLTA 2.7	72.8	4.43	s 9.38	s 4.44	s 5.45			1.05
									f	138.3		TRENT (Spur) 2.1	70.1			f				
86 WY		11.00	3.40	s 6.45PM		9.55	s 9.09	8.20	s 12.32	140.4	DNR	**LOS BANOS** 1.2	68.0	4.37	s 9.27	s 4.34	5.35AM			12.32
							f		f	141.6		ABATTO (Spur) 6.7	66.8		f	f				
58		11.25	4.21			10.05	f 9.20	8.30	f 12.45	148.3		AGATHA 1.3	60.1	4.21	f 9.09	f 4.16				12.05PM
							f		f	149.6		BRITO (Spur) 3.4	58.8		f	f				
58		11.50AM	4.33			10.11	s 9.27	8.36	s 12.59	153.0	D	DOS PALOS 6.8	55.4	4.15	s 9.00	s 4.08				11.50AM
45		12.15PM	4.50			10.20	f 9.37	8.45	f 1.11	159.8		OXALIS 1.8	48.6	4.06	f 8.43	f 3.52				11.10
							f		f	161.6		SILAXO (Spur) 4.6	46.8		f	f				
55 W		12.45	5.10			10.28	s 9.47	8.53	s 1.23	166.2	D	FIREBAUGH 4.6	42.2	3.58	s 8.32	s 3.40				10.50
45		1.05	5.25			10.34	9.57	8.59	1.31	170.8		CROMIR 2.0	37.6	3.52	8.24	3.30				10.25
							f		f	172.8		ARBIOS (Spur) 1.7	35.6		f	f				
98 WFT		1.25	5.35			10.39	s 10.04	9.04	s 1.39	174.5	D	MENDOTA 7.4	33.9	3.47	s 8.17	s 3.23				10.10
53 YP	4.00PM	1.52			7.15AM		10.17		f 1.52	181.9	R	**INGLE** 2.6	26.5		f 8.03	f 3.09		s 7.50PM	8.25AM	9.30
49	4.07	2.10	6.00		f 7.20	10.51	f 10.22	9.16	f 1.57	184.5		JAMESAN 0.5	23.9	3.34	f 7.58	f 3.02		f 7.45	8.18	9.15
										185.0		BUTTON (Spur) 8.0	23.4							
48 WYP	4.25PM	2.45	6.30		s 7.45	11.02	s 10.38	9.27	s 2.14	193.0	DNR	**KERMAN** 3.2	15.4	3.23	s 7.45	s 2.45		s 7.31	8.00AM	8.50 7.30
					f		f		f	196.2		RUGG (Spur) 0.5	12.2		f	f		f		
		3.25	6.45		f 8.00		10.45		f 2.22	196.7		FLOYD 1.8	11.7		f 7.31	2.35		s 7.21		7.15
48		3.40	6.58		f 8.04	11.10	10.48	9.35	f 2.31	198.5		ROLINDA 2.3	9.9	3.16	f 7.27	f 2.31		s 7.18		6.58
					f					200.8		KEARNEY (Spur) 1.0	7.6					f		
Y					f				f	201.8		NEVILLS (Spur) 0.7	6.6		f			f		
49		4.10	7.21		f 8.11	11.15	10.55	9.40	f 2.40	202.5		PRATTON 1.2	5.9	3.11	f 7.21	s 2.21		s 7.12		6.48
					f					203.7		FORSEY (Spur) 1.6	4.7					f		
					f					205.3		CRAYOLD (Spur) 1.2	3.1					f		
					f					206.5		WESBY (Spur) 1.9	1.9					f		
Term Yard WFTOY		4.30PM	7.40AM		s 8.25AM	s 11.30PM	s 11.10PM	s 9.55PM	s 2.55PM	208.4	DNR	**FRESNO**	0.0	3.00AM	7.10AM	2.10PM		7.00PM		6.30AM
	Arrive Daily EX. SUNDAY	Arrive Daily EX.SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(0.25) 26.64	(10.00) 12.62	(6.40) 18.93	(2.05) 27.93	(1.10) 22.71	(2.55) 43.27	(3.35) 35.22	(2.50) 44.54	(4.30) 28.04			....Time over District.... ....Average speed per hour....		(3.05) 40.93	(4.25) 28.57	(4.30) 28.04	(2.05) 27.93	(0.50) 31.80	(0.25) 26.64	(10.00) 14.56

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
East leg of wye at Tracy is not protected by automatic signals.

ADDITIONAL FLAG STOPS:—Nos. 35, 36, 85 and 88 at Gadwall.
No. 25 at any station to discharge passengers from Los Angeles or beyond.

Eastward. FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS				Distance from San Francisco Via Port Costa	Time Table No. 27 January 10, 1917	Distance from Fresno.	FIRST CLASS					THIRD CLASS		
	300 Way Freight	298 Way Freight	252 Sunset Manifest	50 San Joaquin Valley Flyer	8 Los Angeles Passenger	84 San Francisco Bakersfield Passenger	86 Oil Fields Flyer				87 Oil Fields Flyer	49 San Joaquin Valley Flyer	109 Sunset Express	83 Bakersfield San Francisco Passenger	51 Bakersfield San Francisco Passenger	299 Way Freight	297 Way Freight	251 Sunset Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
WY		7.10AM	5.10AM	7.20PM	2.25PM	12.07PM	2.54AM	92.9	DNR **LATHROP** 0.9	112.6	s 4.13AM	s 9.15AM	s 1.50PM	s 5.15PM	s 7.05PM		4.20PM	5.00AM
I								93.8	W. P. Crossing 3.0	111.7								
84		7.34	5.25	f 7.26	s 2.34	12.12	2.59	96.8	D MANTECA 1.8	108.7	f 3.59	s 9.03	1.41	s 5.05	6.56		4.05	4.40
45		7.45	5.40	7.29	f 2.37	12.15	3.02	98.6	MORRANO 0.9	106.9	3.56	8.58	1.38	f 5.01	6.53		3.55	4.30
					f			99.5	CALLA (No Siding) 1.1	106.0				f				
					f			100.6	WESTON (Spur) 2.7	104.9		f		f				
37		8.48	5.55	s 7.36	s 2.48	12.21	3.09	103.3	D RIPON 3.1	102.2	f 3.48	s 8.48	1.31	s 4.51	6.47		3.30	4.15
87		9.02	6.05	f 7.42	s 2.56	12.25	3.14	106.4	D SALIDA 1.7	99.1	s 3.40	s 8.38	1.26	s 4.42	6.43		2.56	4.05
								108.1	COVELL (Spur) 5.0	97.4								
80 W		9.57	6.40	s 7.57	s 3.08	s 12.35	s 3.30	113.1	DN MODESTO 1.6	92.4	s 3.30	s 8.25	s 1.17	s 4.30	s 6.33		2.05	3.40 3.11
								114.7	T. S. Ry. Crossing 2.7	90.8								
39		10.35	6.50	f 8.06	s 3.16	12.41	3.37	117.4	D CERES 1.9	88.1	f 3.11	s 8.10	1.08	s 4.16	6.27		1.08	2.57
					f			119.3	ESMAR (Spur) 1.5	86.2				f				
75		10.50	7.00	f 8.11	f 3.23	12.46	3.43	120.8	KEYES 5.4	84.7	f 3.05	f 8.00	1.03	f 4.09	6.22		12.46	2.51
89		11.05 11.20	7.50	s 8.24	s 3.35	s 12.55	f 3.55	126.2	D TURLOCK 5.7	79.3	s 2.53	s 7.50	s 12.55	s 3.58	s 6.15		12.15PM 10.50AM	2.41
		11.40	8.03	8.33	f 3.45	1.02	4.03	131.9	DELHI 4.5	73.6	2.40	f 7.36	12.45	f 3.45	6.08		10.30	2.27
88 W		11.53AM	8.15	f 8.39	s 3.58	1.08	4.09	136.4	D LIVINGSTON 2.5	69.1	s 2.30	s 7.28	12.39	s 3.35	6.02		10.15	2.16
		12.01PM	8.23	8.43	f 4.03	1.12	4.13	138.9	ARENA 4.3	66.6	f 2.25	f 7.21	12.35	f 3.27	5.59		9.55	2.10
46		12.29	8.37	f 8.50	s 4.13	1.18	4.19	143.2	D ATWATER 1.6	62.3	f 2.15	s 7.13	12.29	s 3.18	5.53		9.40	2.00
					f			144.8	BUHACH 1.8	60.7				f				
					f			146.6	FERGUS (Spur) 3.9	58.9				f				
89 WFTP	1.15PM	1.20PM	9.00	s 9.05	s 4.28	s 1.35	s 4.35	150.5	DNR **MERCED** 6.1	55.0	s 1.55	s 7.00	s 12.20	s 3.05	s 5.44	11.55AM	9.00AM	1.40
47	1.44		9.20	9.16	f 4.38	1.44	4.46	156.6	LINGARD 3.9	48.9	1.37	f 6.41	12.10	f 2.44	5.36	11.35		1.10
49	2.00		9.27	9.21	f 4.45	1.50	4.51	160.5	D ATHLONE 2.8	45.0	f 1.30	f 6.35	12.05PM	f 2.37	5.31	11.08		12.55
								163.3	LABRANZA (Spur) 2.5	42.2								
					f			165.8	SIERRA VISTA (Spur) 1.1	39.7				f				
88	2.25		9.42	9.31	f 4.57	1.59	4.59	166.9	MINTURN 1.2	38.6	1.20	6.25	11.57AM	f 2.25	5.23	10.44		12.35
	2.30		9.45	f 9.33	s 5.00	2.02	f 5.01	168.1	D CHOWCHILLA 3.9	37.4	s 1.17	s 6.22	11.55	s 2.21	5.21	10.35		12.27
83	2.47		10.00	9.40	5.10	2.09	5.06	172.0	CALIFA 1.0	33.5	1.10	6.15	11.50	2.11	5.16	10.20		12.18
	2.50		10.10	f 9.42	f 5.15	2.11		173.0	FAIRMEAD 3.5	32.5	f 1.08	f 6.13		f 2.09	5.14	9.50		
46 WFT	3.10		10.50	9.47	s 5.35	2.17	5.12	176.5	D **BERENDA** 7.4	29.0	f 1.03	s 6.08	s 11.44	s 2.02	5.09	9.35		12.05AM
90 OP	3.40		11.35	s 9.57	s 5.49	s 2.30	f 5.23	183.9	DN MADERA 2.8	21.6	s 12.51	s 5.56	s 11.35	s 1.45	s 4.58	8.50		11.44PM
	3.50		11.52AM	10.01	5.53	2.34	5.27	186.7	BORDEN 3.5	18.8	f 12.46	f 5.47	11.29	f 1.37	4.53	8.10		11.37
46	3.59		12.05PM	10.07	f 5.59	2.39	5.40	190.2	IRRIGOSA 3.3	15.3	f 12.40	f 5.40	11.24	f 1.31	4.48	7.50		11.27
					f			193.5	THARSA (Spur) 2.1	12.0				f				
88 WP	4.41		12.20	10.16	f 6.08	2.46	5.50	195.6	HERNDON 3.7	9.9	f 12.32	f 5.32	11.17	f 1.21	4.41	7.30		11.15
					f 6.15			199.3	**BIOLA JCT.** (No Siding) 0.9	6.2				f 1.14				
46	5.05		1.12	10.22	6.17	2.52	5.59	200.2	MUSCATEL 3.0	5.3	f 12.24	f 5.24	11.10	f 1.12	4.35	7.15		11.01
								203.2	F. T. Co. Crossing 2.3	2.3								
Term. Yard WTYF O	5.30PM		1.30PM	s 10.35PM	s 6.30PM	s 3.05PM	s 6.10AM	205.5	DNR **FRESNO**	0.0	12.15AM	5.15AM	11.00AM	1.00PM	4.25PM	7.00AM		10.45PM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	(4.15)	(6.10)	(8.20)	(3.15)	(4.05)	(2.58)	(3.16)		Time over District		(3.58)	(4.00)	(2.50)	(4.15)	(2.40)	(4.55)	(7.20)	(6.15)
	12.94	10.02	13.51	34.65	27.58	38.00	34.47		Average speed per hour		28.39	28.15	39.74	26.39	42.22	11.18	9.73	19.52

Automatic Block.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).

East leg of wye at Lathrop is not protected by automatic signals.

Eastward. FROM SAN FRANCISCO—Stockton and Merced Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS			FIRST CLASS		Distance from San Francisco		Time Table No. 27 January 10, 1917	Distance from Merced	FIRST CLASS		SECOND CLASS		THIRD CLASS
	306 Way Freight	706 Oakdale MOTOR	704 Oakdale MOTOR	702 Oakdale MOTOR	158 Passenger	152 Passenger					151 Passenger	157 Passenger	701 Stockton MOTOR	703 Stockton MOTOR	305 Way Freight
	Leave Daily EX. SUNDAY	Leave SATURDAY & SUNDAY ONLY	Leave Daily Ex.SATURDAY & SUNDAY	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Interm.Yard I WFTY	7.00AM	5.30PM	4.30PM	10.55AM	12.50PM	12.50PM	90.9	DNR	**STOCKTON** W. P. Crossing C. C. T. Co. Crossings	72.0	s 11.27AM	s 11.27AM	s 8.10AM	s 3.58PM	4.30PM
		f	f	f	f	f	96.0		5.1 ORFORD (Spur)	66.9	f 11.13	f 11.13	f	f	
	7.30	f 5.44	f 4.44	f 11.11	f 1.01	f 1.01	96.7		0.7 CHARLESTON (Spur)	66.2	f 11.11	f 11.11	f 7.56	f 3.44	4.10
		f	f	f			97.7		1.0 SIBLEY (Spur)	65.2			f	f	
		f	f	f	f 1.05	f 1.05	98.3		0.6 WALTHALL (Spur)	64.6	f	f	f	f	
	7.46	f 5.53	f 4.53	f 11.23	f 1.08	f 1.08	100.6		2.3 HOLDEN (Spur)	62.3	f 11.03	f 11.03	f 7.46	f 3.34	3.53
WY	8.20	s 6.00	s 5.00	s 11.30	s 1.18	s 1.18	103.8	DR	3.2 **PETERS**	59.1	s 10.57	s 10.57	s 7.40	s 3.28	3.40 1.00
	9.00	s 6.08	s 5.08	s 11.39	s 1.30	s 1.30	108.2	D	4.4 FARMINGTON	54.7	s 10.47	s 10.47	s 7.31	s 3.17	12.30
		f	f	f	f	f	111.5		3.3 GOTRI (Spur)	51.4	f	f	f	f	
	9.25	f 6.21	f 5.21	f 11.53	f 1.45	f 1.45	114.1		2.6 COMETA	48.8	f 10.35	f 10.35	f 7.18	f 3.04	12.15PM
		f	f	f 11.58AM	s 1.53	s 1.53	116.7		2.6 THALHEIM	46.2	s 10.30	s 10.30	f	f	11.58AM
		f	f	f			118.0		1.3 EL-REPOSA (No Siding)	44.9			f	f	
		f	f	f 12.06PM	f 2.01	f 2.01	120.6		2.6 BURNETT (Spur)	42.3	f	f	f	f 2.50	
32 WT	9.50AM	s 6.40PM	s 5.40PM	s 12.10PM	s 2.10	2.10 s 2.25	122.4	DR	1.8 **OAKDALE** A. T. & S. F. Crossing	40.5	10.15 s 10.00	s 10.15	7.00AM	2.45PM	11.30AM
					f 2.18	f 2.45	126.3		3.9 CLARIBEL	36.6	f 9.31	f 9.52			
					s 2.33	s 3.25	132.4	D	6.1 WATERFORD	30.5	s 9.12	s 9.37			
					s 2.38	s 3.35	134.0		1.6 HICKMAN	28.9	s 9.00	s 9.32			
41 WT					s 2.53	s 4.15	139.8	D	5.8 MONTPELLIER	23.1	s 8.30	s 9.18			
					f 3.08	f 4.40	146.0		6.2 RYER	16.9	f 8.00	f 9.02			
					f 3.15	f 4.55	148.8		2.8 ARUNDEL	14.1	f 7.50	f 8.56			
28					f 3.25	f 5.10	152.5		3.7 AMSTERDAM	10.4	f 7.35	f 8.48			
					f	f	157.2		4.7 NAIRN (Spur)	5.7	f	f			
I							161.1		3.9 A. T. & S. F. Crossing	1.8					
WFT					s 3.50PM	s 5.55PM	162.9	DNR	1.8 **MERCED**	0.0	7.00AM	8.25AM			
	Arrive Daily EX. SUNDAY	Arrive SATURDAY & SUNDAY ONLY	Arrive Daily Ex.SATURDAY & SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(72.0)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.50) 11.19	(1.10) 27.00	(1.10) 27.00	(1.15) 25.20	(3.00) 24.00	(5.05) 14.90			Time over District Average speed per hour		(4.27) 17.14	(3.02) 23.74	(1.10) 27.00	(1.13) 25.89	(5.00) 13.43

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Nos 151 and 157 will wait at Oakdale until 10.45 a m. for connection with Sierra Ry.
Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

Eastward. FROM SAN FRANCISCO—Stockton and Merced Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	Distance from San Francisco		Time Table No. 27 January 10, 1917	Distance from Milton	SECOND CLASS
	154 Mixed					153 Mixed
	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY
WY	1.20PM	103.8	DR	**PETERS**	11.5	s 3.25PM
	f 1.39	109.5		5.7 WAVERLY	5.8	f 3.00
T	s 2.00PM	115.3	DR	5.8 **MILTON**	0.0	2.35PM
	Arrive Daily EX. SUNDAY			(11.5)		Leave Daily EX. SUNDAY
	(0.40) 17.25			Time over District Average speed per hour		(0.50) 13.80

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Exception:—No. 154 is superior to No. 153.

Eastward **FROM SAN FRANCISCO—Tracy and Brighton Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from San Francisco		Time Table No. 27 January 10, 1917 STATIONS	Distance from Valley Spring	THIRD CLASS	
	174 Passenger	172 Mixed					173 Passenger	175 Mixed
	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY					Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
WTFP	11.30AM	11.30AM	103.3	DNR	**LODI**	26.9	s 3.20PM	s 5.50PM
					1.8			
			105.1		C. C. T. Co. Crossing	25.1		
					2.0			
	f	f 11.55AM	107.1		VICTOR	23.1	f	f
					3.6			
P	s 11.47AM	s 12.20PM	110.7		LOCKEFORD	19.5	s 3.02	s 5.10
					4.0			
WP	s 12.01PM	s 12.50	114.7		CLEMENTS	15.5	s 2.52	s 4.35
					6.1			
P	s 12.15	s 1.35	120.8		WALLACE	9.4	s 2.37	s 4.05
					4.9			
			125.7		HALLOWAY (Spur)	4.5		
					0.7			
	s 12.33	s 2.20	126.4		HELISMA	3.8	s 2.22	s 3.45
					2.9			
	f	f	129.3		NORVAL (Spur)	0.9	f	f
					0.9			
WTP	s 12.45PM	s 3.00PM	130.2	DR	**VALLEY SPRING**	0.0	2.10PM	3.30PM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(26.9)		Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(1.15)	(3.30)			................Time over District................		(1.10)	(2.20)
	21.52	6.73			..............Average speed per hour..............		23.06	11.53

Trains will stop at Cemetery between Lockeford and Victor for funeral parties.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO—Tracy and Brighton Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Distance from San Francisco		Time Table No. 27 January 10, 1917 STATIONS	Distance from Ione	THIRD CLASS		
	132 Passenger	130 Mixed	134 Passenger					131 Passenger	133 Mixed	139 Passenger
	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY					Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY
WFT P	12.01PM	7.00AM	8.00AM	111.7	DNR	**GALT**	27.1	s 10.20AM	s 5.30PM	s 5.30PM
						4.8				
						C. C. T. Co. Crossing				
	f 12.10	f 7.10	f 8.10	116.5		VANSTOW	22.3	f 10.09	f 5.15	f 5.18
						5.5				
	f 12.22	f 7.24	f 8.22	122.0		CLAY	16.8	f 9.57	f 4.46	f 5.04
						10.3				
	s 12.40	f 7.50	s 8.40	132.3		CARBONDALE	6.5	s 9.35	f 4.10	s 4.40
						0.7				
	f	f	f	133.0		LIGNITE	5.8	f	f	f
						1.8				
				134.8		EDWIN (Spur)	4.0			
						0.4				
	f	f	f	135.2		CLARKSONA (Spur)	3.6	f	f	f
						2.5				
	f	f	f	137.7		DAGON (Spur)	1.1	f	f	f
						1.1				
WTY	s 1.05PM	s 8.45AM	s 9.05AM	138.8	DR	**IONE**	0.0	9.15AM	3.30PM	4.20PM
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY			(27.1)		Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY
	(1.04)	(1.45)	(1.05)			...............Time over District...............		(1.05)	(2.00)	(1.10)
	25.41	15.48	25.01			...............Average speed per hour...............		25.01	13.55	23.23

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from San Francisco via Antioch		Time Table No. 27 January 10, 1917 STATIONS	Distance from Raymond	SECOND CLASS	
	166 Mixed	164 Freight					161 Freight	165 Mixed
	Leave Daily	Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	Arrive Daily
WTF	5.40PM		176.5	DR	**BERENDA**	20.9		s 9.55AM
					3.3			
I			179.8		A. T. & S. F. Crossing	17.6		
					4.0			
	f 6.07		183.8		TALBOT	13.6		f 9.30
					4.1			
	f 6.28		187.9		DAULTON	9.5		f 9.13
					2.9			
	f		190.8		JESBEL (Spur)	6.6		f
					4.2			
14	f 6.55		195.0		HERBERT	2.4		f 8.48
					1.2			
	f 7.05	8.15AM	196.2	R	**KNOWLES JCT.**	1.2	7.35AM	f 8.40
					1.2			
WT	s 7.15PM	8.20AM	197.4	DR	**RAYMOND**	0.0	7.30AM	8.30AM
	Arrive Daily	Arrive Daily EX. SUNDAY			(20.9)		Leave Daily EX. SUNDAY	Leave Daily
	(1.35)	(0.05)			...........Time over District...........		(0.05)	(1.25)
	13.20	13.20			...........Average speed per hour...........		13.20	14.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Exception: No. 164 is superior to No. 165.

Eastward **FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Distance from San Francisco		Time Table No. 27 January 10, 1917 STATIONS	Distance from Knowles	THIRD CLASS	
			162 Freight					163 Freight	
			Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	
			7.35AM	196.2	R	**KNOWLES JCT.**	2.3	8.10AM	
						2.1			
				198.3		HILLSIDE (Spur)	0.2		
						0.2			
			7.45AM	198.5	R	**KNOWLES**	0.0	8.00AM	
			Arrive Daily EX. SUNDAY			(2.3)		Leave Daily EX. SUNDAY	
			(0.10)			...........Time over District...........		(0.10)	
			13.80			...........Average speed per hour...........		13.80	

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO—Tracy and Brighton Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Distance from San Francisco		Time Table No. 27 January 10, 1917 STATIONS	Distance from Woodbridge	THIRD CLASS	
			170 Mixed					171 Mixed	
			Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	
WTFP			9.00AM	103.3	DNR	**LODI**	2.5	s 9.45AM	
						C. C. T. Co. Crossing			
						2.5			
			s 9.15AM	105.8	R	**WOODBRIDGE**	0.0	9.30AM	
			Arrive Daily EX. SUNDAY			(2.5)		Leave Daily EX. SUNDAY	
			(0.15)			...........Time over District...........		(0.15)	
			10.00			...........Average speed per hour...........		10.00	

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward. FROM SAN FRANCISCO—LATHROP AND FRESNO SUB-DIVISION—TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Distance from San Francisco		Time Table No. 27 January 10, 1917	Distance from Biola	SECOND CLASS		
	146 Mixed	144 Mixed	142 Mixed					141 Mixed	143 Mixed	145 Mixed
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily			STATIONS		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily
	6.20PM	2.55PM	1.20PM	199.3	R	**BIOLA JUNCTION** (No Siding)	8.4	s 1.05PM	s 2.40PM	s 6.05PM
						1.2				
	f 6.25	f 3.00	f 1.25	200.5		CHIMNTI (No Siding)	7.2	f 12.58	f 2.33	f 5.58
						1.4				
	f 6.30	f 3.05	f 1.30	201.9		WEST ACRES	5.8	f 12.53	f 2.28	f 5.53
						2.0				
	f 6.36	f 3.11	f 1.36	203.9		EVERTS	3.8	f 12.47	f 2.22	f 5.47
						2.0				
	s 6.42	f 3.17	f 1.42	205.9		DICKENSON	1.8	f 12.41	f 2.16	f 5.41
						1.8				
W	s 6.50PM	s 3.25PM	s 1.50PM	207.7	R	**BIOLA**	0.0	12.35PM	2.10PM	5.35PM
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily			(8.4)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily
	(0.30)	(0.30)	(0.30)			..........Time over District..........		(0.30)	(0.30)	(0.30)
	16.80	16.80	16.80			........Average speed per hour........		16.80	16.80	16.80

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Exceptions:—No. 142 is superior to No. 143.
No. 144 is superior to No. 145.

All Branch trains approach Biola Junction under control expecting to find cars on Main Track

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Tracy Lodi Merced
Stockton Galt Berenda
Kerman Fresno

WATCH INSPECTORS.

San Francisco	Webb C. Ball, General Time Inspector, Flood Bldg.
Tracy	Z. L. Van Dack & Son.
Stockton	C. G. Voege & Co., 641½ E. Main St.
Stockton	H. J. Kuechler & Son, 445 E. Main St.
Merced	F. F. Daunt.
Fresno	Oberline Bros , 1041 J St.
Sacramento	H. T. Harger Co.
Roseville	H. T. Harger Co.

BULLETIN BOARDS.

Tracy Lodi Raymond
Stockton Galt Fresno

CLEARANCES.

All trains must receive clearance card at Stockton, and when operator is on duty at Raymond, Milton, Valley Spring and Ione.

On double track between Tracy and Stockton extras may run without running orders, but must obtain clearance card (Form 2643) before leaving Tracy or Stockton.

Extras from Lathrop and Fresno Sub-Division may run from Lathrop to Tracy or Stockton without running orders, but must obtain clearance card (Form 2643) at Lathrop.

Rule 83-A will not apply at stations not telegraph offices or where offices are closed for the day.

TRAIN REGISTER EXCEPTIONS.

Tracy and Brighton Sub-Division trains register at Lathrop by register ticket.

Trains on Tracy and Brighton Sub-Division receiving a proceed train order signal at Lathrop will accept same as a check on register that all superior trains due have left.

Los Banos will be register station for Nos. 91 and 92 only.

Ingle will be register station for Nos. 93, 94, 95 and 96 only.

Kerman will be register station for Nos. 95 and 96 only.

At registering stations on single track, or at the end of double track, when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

After a continuous run of 40 miles, freight trains must be stopped and inspected as per Rule 820.

Engines of freight trains with more than 20 cars must be cut off from train before taking water.

All trains must make test of air brakes and air whistle signal from rear of train at Daulton, Raymond, Herbert and Valley Spring.

Between terminals all trains must make rear end test whenever brake pipe connection is broken, as per Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes and Air Signal Apparatus.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G", Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Operators having orders for any train will fill out clearance, designating thereon numbers of all orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in space provided therefor. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.

On SINGLE TRACK trains will wait five minutes before following flagman.

On DOUBLE TRACK trains must come to a stop, wait one minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

When using cross-overs, trainmen must comply strictly with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within the limits of established yards.

AUTOMATIC SIGNALS—OVERLAPS.

Tracy and Brighton Sub-Division:

Arno—Eastward trains, 3500 feet west of west switch.
Westward trains, 3500 feet east of east switch.

Lathrop and Fresno Sub-Division:

Manteca—Eastward trains, 2300 feet west of east switch.

Tracy and Fresno Sub-Division:

Floyd—Eastward trains, 1500 feet west of east switch.

Overlap posts are painted white at the top and black at the base and stand about six feet high. Trains holding main track at overlap stations must not pass overlap posts, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note.—All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794, to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-s	4029 to 4043	53	43500 "
MC-57 26-40/30 395-s	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified below.

SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the following speed in miles per hour over distances as listed below: BETWEEN		Passenger	Motor Car	Freight
Tracy and Brighton		50	40	35
Tracy and Fresno		50	40	35
Lathrop and Fresno		50	40	35
Galt and Ione		40	35	30
Berenda and Daulton		30	30	25
Daulton and Raymond		20	20	20
Lodi and Mile Post 127½	Valley Springs Branch	35	35	25
Mile Post 127½ and Mile Post 128		15	15	15
Mile Post 128 and Valley Spring		20	20	20
Stockton and Oakdale		35	35	25
Oakdale and Merced		30	30	20
Peters and Milton		25	20	20
Biola Jct. and Biola		25	25	20
San Joaquin River Draw Bridge		12	12	12
Over Double Slip Switch at Junction of Tracy-Brighton and Tracy-Fresno Sub-Division		10	10	10
From the road crossing east of junction switch on Tracy-Fresno Sub-division, and end of double track on Tracy-Brighton Sub-division; to the road crossings west of depot on Niles line, and on Martinez line		10	10	10
Consolidation Engines		30	....	35
Through Crossovers or Turnouts		15	15	15
Any train with engine backing up		25	....	25
Within the City Limits of:				
Stockton		8	8	8
Lodi		10	10	10
Modesto		15	15	15
Turlock		15	15	15
Merced		15	15	15
Fresno		8	8	8

SPEED RESTRICTIONS—Cont'd.

LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	10
Mallet Consolidated (straight track)	25	25
Mallet Consolidated (curved track)	25	25
Other Engines on Main Tracks	35	20
On Raymond Branch	20	12
On Ione, Valley Spring and Milton Branches	20	12

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

MAIN TRACKS

MILE POST	BETWEEN	DESCRIPTION	HEIGHT ABOVE TOP OF RAIL	SIDE CLEARANCE
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 ft. 2 in.
104.3	Lodi-Urgon	Mokelumne River Bridge		7 " 6 "
131.9	Florin-Brighton	Overhead Crossing C.C.T Co	22 " 6 "	
104.3	Ripon-Salida	Stanislaus River Bridge	21 " 10 "	7 " 6 "
134.9	Delhi-Livingston	Merced River Bridge	21 " 10 "	7 " 6 "
100.7	Holden-Peters	Mormon Slough Bridge		7 " 6 "
148 5	Ryer-Arundel	Merced River Bridge	22 "	7 " 6 "
148.9	Arundel-Amsterdam	Overhead Highway Bridge	22 "	
136.7	Clarksona-Dagon	Sutter Creek Bridge	20 " 6 "	7 " 5 "

SIDE TRACKS AND SPURS

92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 ft.
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 feet	5 ft. 7 in.

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

Platforms and buildings of the Madera Sugar Pine Co. at Madera will not clear man on top or side of car.

JUNCTION SWITCHES.

Position of main track switches at Junctions.

Tracy.

West end, for Martinez Line.

East end, for Tracy and Brighton Sub-Division.

Lathrop.

Junction switches for both ends of yard for Tracy and Brighton Sub-Division.

The section of track between the east and the west legs of wye at Lathrop will be used only by passenger trains turning at Lathrop and must be kept clear of cars at all times. The inside wye switches will be set and locked for the wye.

Outside wye: East leg for Tracy and Brighton Sub-Division; west leg to be used as main track for Lathrop and Fresno Sub-Division.

Cross-over in track 3 to be used by passenger trains.

End of Double Track, Stockton.

For westward trains.

Lodi.

Woodbridge Branch for the Tracy and Brighton Sub-Division; Valley Spring Branch for siding on Tracy and Brighton Sub-Division.

Galt.

Ione Branch for siding on Tracy and Brighton Sub-Division.

COMPANY SURGEONS.

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. G. A. White	Consulting Surgeon	Sacramento	
Dr. A. M. Henderson	Division Surgeon	Sacramento	Between Brighton and Florin.
Dr. G. L. Stevenson		Sacramento	Between Brighton and Florin.
Dr. W. E. Briggs	Oculist and Aurist	acramento	
Dr. H. Beattie		Elk Grove	Between Florin and Arno.
Dr. J. T. Christian		Galt	Between Arno, Acampo and Vanstow.
Dr. G. G. Hawkins		Ione	Between Vanstow and Ione.
Dr. B. J. Powell	Oculist and Aurist	Stockton	
Dr. W. W. Fitzgerald		Stockton	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke		Stockton	Between Castle, Lathrop and Peters.
Dr. A. W. Tower		Lodi	Between Acampo and Castle.
Dr. S. R. Arthur	Emergency Surgeon	Woodbridge	
Dr. J. G. Priestly	Emergency Surgeon	Lockeford	
Dr. I. B. Thompson		Oakdale	Between Peters and Claribel.
Dr. J. J. Knowlton		Waterford	Between Claribel and Montpellier.
Dr. R. H. Goodale	Emergency Surgeon	Manteca	
Dr. N. B. Gould	Emergency Surgeon	Ripon	
Dr. J. W. Morgan	Emergency Surgeon	Salida	
Dr. C. W. Evans		Modesto	Between Lathrop and Livingston.
Dr. S. W. Cartwright	Emergency Surgeon	Ceres	
Dr. P. N. Jacobsen	Emergency Surgeon	Turlock	
Dr. E. R. Fountain		Merced	Between Livingston, Minturn and Montpellier.
Dr. D. H. Ransome		Madera	Between Minturn and Borden.
Dr. O. B. Doyle		Fresno	Between Borden, Rolinda and Fresno.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno	
Dr. D. E. Arnold		Kerman	Between Mendota and Rolinda.
Dr. A. R. Powers		Tracy	Between Westley, Tracy and Lathrop.
Dr. A. M. Field		Patterson	Between Romain and Crows Landing.
Dr. H. V. Armistead		Newman	Between Westley and Ingomar.
Dr. C. F. Wade		Los Banos	Between Ingomar and Mendota.
Dr. R. W. Hartwell	Emergency Surgeon	Dos Palos	

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

STRETCHERS.

TRACY
STOCKTON
LODI
GALT
BERENDA
MERCED
TRACY WRECKING CAR

HOSPITALS.

GENERAL HOSPITAL.......................SAN FRANCISCO
S. P. HOSPITAL.......................SACRAMENTO
S. P. HOSPITAL.......................WEST OAKLAND

TONNAGE OF PASSENGER CARS.

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	......
Baggage (Dynamo)	......	105,000	......
Baggage and Mail	77,000	121,000-69ft. 90,000-60ft.	93,000
Baggage and Passenger	61,000	......	......
Buffet	......	130,000	122,000
Buffet (Dynamo)	......	146,000	......
Business	107,000	178,000	135,000
Chair	86,000	98,000	......
Coaches	80,000	95,000	......

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Dining	128,000	147,000	135,000
Horse Express	81,000		......
Observation	122,000	145,000	131,000
Postal	......	110,000-60ft. 77,000-40ft.	......
Pullman Observation	124,500	151,000	127,000
Pullman Parlor	115,000	146,000	......
Pullman Standard Sleepers	125,000	153,000	145,000
Pullman Tourist Sleepers	94,000	......	133,000
Tea and Silk	48,000	......	......

SPECIAL INSTRUCTIONS—Continued.

INTERLOCKING PLANTS.

SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop:

Eastward trains on eastward main track will be governed by two-arm signal located 450 feet west of junction switch. Eastward trains on westward main track will be governed by dwarf signal located 350 feet west of junction switch.

Westward trains on westward main track will be governed by two-arm signal located 450 feet east of junction switch. Westward trains on eastward main track will be governed by dwarf signal located 350 feet east of junction switch.

FRENCH CAMP TOWER.—Western Pacific R. R. Crossing One Mile East of French Camp:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets:

Eastward trains on eastward main track will be governed by one-arm signal and suspended dwarf signal, located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm will govern route over crossing on eastward main track; suspended dwarf signal will govern route over cross-over just west of crossing.

Westward trains on westward main track will be governed by three-arm stub bracket pole located 500 feet east of crossing. Upper arm will govern route over crossing on westward main track. Lower arm will govern route over cross-over west of crossing.

Other train movements at this tower will be governed by dwarf signals.

Engineers will sound whistle signals as follows when they wish switches lined:

For westward main track, one long, ———.

For eastward main track, one long, one short, ——— o.

For passing track, long, two short, long, ——— o o ———.

For middle track, one long, one short, one long, ——— o ———.

For Gaun's track, one short, one long, o ———.

For Houser and Haines track, two short, one long, o o ———.

STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street:

Westward trains from Stockton and Merced Sub-Division will be governed by two-arm bracket pole on left-hand side of track: Upper arm governs to depot; lower arm for either leg of Wye.

Eastward trains from depot will be governed by one-arm stub bracket pole.

Trains from roundhouse will be governed by one-arm pole. Other train movements will be governed by dwarf signals.

STOCKTON TOWER No. 4—Western Pacific R. R. Crossing at End of Double Track, Stockton:

Westward trains on main track will be governed by three-arm pole located 450 feet east of W. P. Ry. crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movement through cross-over to eastward main track.

Westward trains on El Pinal siding will be governed by dwarf signal located 450 feet east of crossing.

Eastward trains on eastward main track will be governed by three-arm pole located 450 feet west of crossing; upper arm will govern movements through cross-over to main track; lower arm will govern movements into El Pinal siding.

Eastward trains on westward main track will be governed by dwarf signal located 450 feet west of crossing.

LATHROP TOWER.—Western Pacific R. R. Crossing of Lathrop and Fresno Sub-Division One Mile East of Lathrop:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

LYOTH TOWER.—Western Pacific R. R. Crossing:

Eastward trains will be governed by two-arm stub bracket pole located about 700 feet from crossing.

Westward trains will be governed by three-arm pole located 450 feet from crossing; upper arm will govern movements on main track; lower arm will govern movements through cross-over switch to interchange track.

Engineers on westward trains will sound one long and one short blast of whistle before passing eastward intermediate signal between Yarmouth and Lyoth if they wish to enter siding.

Engineers of trains on siding will sound one short and one long blast of the whistle when they wish to move onto main track.

MERCED TOWER No. 3.—A. T. & S. F. R. R. Crossing 1.8 Miles West of Merced (Stockton and Merced Sub-Division):

(Towermen Not on Duty 8.00 P. M. to 4.00 A. M.)

Eastward and Westward trains will be governed by their respective signals.

MILLER TOWER.—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.4 Miles East of Berenda:

Eastward and Westward trains will be governed by their respective signals.

RAILROAD CROSSINGS NOT INTERLOCKED.

A. T. & S. F. R. R., Oakdale.
Tidewater Southern Ry., between Modesto and Ceres.

(Be governed by Rule 98.)

YARDS.

Yards are established at the following stations:

Tracy
Lathrop
Stockton
Lodi
Valley Springs
Galt
Ione
Kerman
Oakdale
Modesto
Turlock
Merced
Madera

Rules 93 and D-93 are revised as follows:

"Within yard limits the main track may be used, protecting against first class trains.

"All trains must approach yard limits and pass through yards under control."

MISCELLANEOUS.

Trains entering sidings will do so under control.

Responsibility for collision is placed with entering train.

Trains using sidings at Lodi east of station will avoid delaying branch trains.

By ordinance of the Town of Newman it is a misdemeanor to switch the house track between Merced and Fresno Streets from 5 minutes before arrival until 5 minutes after departure of passenger trains.

Trains must not obstruct any street or road crossing more than 5 minutes.

No. 135 may occupy main track at Stockton after 8.35 A. M.

On double track, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

RATINGS OF LOCOMOTIVES—STOCKTON DIVISION.

In M's of 1,000 pounds back of Tender. Revised April, 1913.

CLASS			ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	
					Through	Local
E-63	17/24	52	1309, 1312, 1319, 1326 and 1327.	140	1950	2320
E-63	17/24	54	1306............................	140		
E-63	17/24	47	1308, 1320, 1323, 1331 to 1353..	140	1765	2105
E-63	17/24	48	1355 to 1361....................	140		
E-63	18/24	59	1371............................	150	2270	2700
E-69	18/24	59	1374 and 1375...................	150	2250	2670
E-69	18/24	68	1402 to 1411....................	165	2460	2930
E-69	18/24	60	1412............................	150	2250	2670
E-69	18/28	57	1416............................	150	2310	2765
E-69	18/28	62	1419 and 1425...................	150	2310	2765
E-73	20/24	92	1445 to 1458....................	190	3230	3850
E-69	18/26	73	1459 to 1463....................	165	2620	3190
E-69	18/26	74	1464, 1466, 1467, 1469..........	165		
E-63	18/26	65	1472, 1474, 1475, 1480..........	145	2420	2890
M-63	20/28	126	1615 to 1719....................	190	4310	5095
M-63	20/28	147	1804............................	200	4475	5290
M-63	21/28	147	1807, 1815......................	200	5020	5925
M-63	21/28	155	1720 to 1724, 1770 to 1779.....	200		
M-63	21/28	144	1726,1731,1745,1747,1748,1753, 1754,1756,1758,1760,1769,1783, 1784,1791,1797,1801..........	195	4890	5790
M-63	15-26/28	144	1793, 1802......................	200	4790	5700
T-63	18/24	77	2026............................	160	2570	3000
T-63	18/24	81	2027............................	160		
T-57	18/24	73	2114, 2123......................	160	2805	3310
T-57	18/24	81	2124 to 2126, 2128, 2130 to 2133.	160		
T-57	18/24	86	2134 to 2153....................	160		
T-57	18/24	83	2154, 2166, 2173................	160		
T-57	18/24	88	2184 to 2186....................	160		
T-63	22/28	160	2311 to 2352....................	200	5490	6510
T-69	19/24	101	2209............................	180	3010	3480
T-69	20/26	113	2214 to 2220....................	180	3575	4155
T-63	19/24	105	2221 to 2234....................	160	2900	3400
T-63	20/26	112	2235 to 2273....................	180	3860	4545
C-57	22/30	187	2513 to 2599, 2752 to 2830.....	200	5980	7090
C-57	22/30	184	2694 to 2751....................	200		
C-57	22/30	180	2624 to 2679....................	200	6000	7110
C-57	22/30	179	2680 to 2693....................	200		
TW-51	20-29/26	118	2951............................	170	3360	4000
A-84	15-25/28	110	3000 to 3009....................	200	3275	3785
A-79	15-25/28	102	3016 to 3024....................	200	3465	4000
A-81	20/28	105	3025 to 3065....................	200	3625	4200

Allowance for Empty and Underloaded Cars—Ms..................................	Less than 40 Ms.	6	6
	40 to 50 Ms.	3	3
	More than 50 Ms.	0	0

V. S. BURNHAM, Trainmaster.
F. M. CLARKE, Chief Train Dispatcher.
W. C. BEAVER, Assistant Chief Train Dispatcher.

Train Dispatchers
C. W. KAY
C. R. RICE
W. M. FLETCHER
C. L. ELDRED
J. C. DELMORE
R. B. NORCROSS
Stockton, Cal.

MILEAGE.

MAIN LINES.

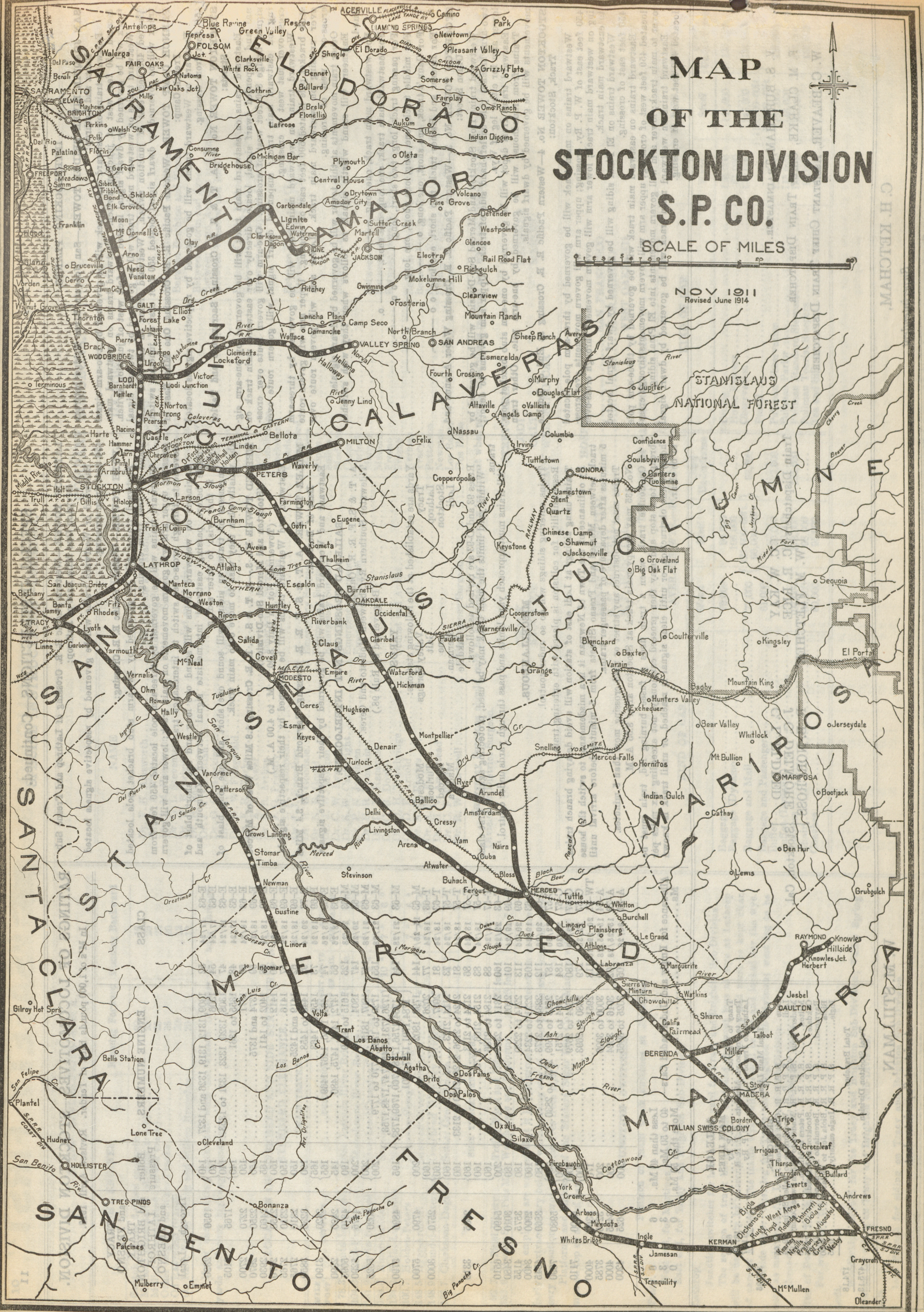
Tracy to Brighton............	C. P. Ry................	62.80	
Tracy to Fresno via Mendota..	S. P. R. R..............	127.08	
Lathrop to Fresno............	C. P. Ry................	111.07	
Total Main Line..............................			300.95

BRANCHES.

Ione...........	S. P. R. R..	Galt to Ione.................	27.05	
Lodi...........	S. P. R. R..	Woodbridge to Valley Spring	29.54	
Madera Spur...	S. P. R. R..	Madera to Italian Swiss Colony	3.91	
Milton.........	S. P. R. R..	Peters to Milton............	11.78	
Oakdale.......	S. P. R. R..	Stockton to Merced.........	72.05	
Raymond......	S. P. R. R..	Berenda to Raymond.......	21.10	
Biola..........	S. P. R. R..	Biola Jct. to Biola..........	8.50	
Ingle..........	S. P. R. R..	Ingle easterly...............	0.25	
Total Branches..............................				174.18
Total Stockton Division....................				475.13

C. H. KETCHAM,
Superintendent.

W. M. STILLMAN,
Assistant Superintendent.



MAP OF THE STOCKTON DIVISION S.P. CO.

SCALE OF MILES

NOV 1911
Revised June 1914

SACRAMENTO
EL DORADO
AMADOR
SAN JOAQUIN
CALAVERAS
TUOLUMNE
STANISLAUS
MARIPOSA
MERCED
MADERA
SANTA CLARA
SAN BENITO
FRESNO
STANISLAUS NATIONAL FOREST
Antelope
Del Paso
Walerga
Fair Oaks
Folsom
Blue Ravine
Represa
Jct.
Green Valley
Rescue
Placerville
Acerville
Camino
Diamond Springs
Park
Newtown
Pleasant Valley
Grizzly Flats
El Dorado
Shingle
Clarksville
White Rock
Natoma
Fair Oaks Jct
Mills
Mayhews
Sacramento
Elvas
Brighton
Bennet
Bullard
Cothrin
Somerset
Brela
Flonellis
Fairplay
Omo Ranch
Latrobe
Aukum
Unio
Indian Diggins
Perkins
Walsh Sta
Polk
Del Rio
Palatine
Florin
Consumne River
Michigan Bar
Bridgehouse
Plymouth
Oleta
Freeport
Sonoc
Gerber
Meadows
Simm
Sibeck
Tribble
Bond
Sheldon
Elk Grove
Central House
Drytown
Amador City
Volcano
Pine Grove
Carbondale
Lignite
Edwin
Waterman
Sutter Creek
Defender
Westpoint
Franklin
Moon
McConnell
Clay
Clarksona
Dagon
Ione
Martell
Jackson
Glencoe
Rail Road Flat
Hood
Arno
Bruceville
Cerro
Vorden
Need
Vanetow
Electra
Richgulch
Ritchey
Mokelumne Hill
Clearview
Twin City
Galt
Walnut Grove
Dry Creek
Elliot
Thornton
Forest Lake
Jahant
Gwinmine
Fosteria
Mountain Ranch
Lancha Plana
Camp Seco
Camanche
North Branch
Sheep Ranch
Avery
Pierre
Acampo
Brack
Woodbridge
Wallace
Valley Spring
San Andreas
Clements
Lockeford
Urgon
Lodi
Bernhardt
Mettler
Victor
Lodi Junction
Terminous
Norton
Armstrong
Pearsen
Heliena
Halloway
Norval
Jenny Lind
Fourth Crossing
Esmerelda
Murphy
Douglas Flat
Vallicita
Altaville
Angels Camp
Jupiter
Racime
Harte
Hammer
Castle
Cherokee
Stockton Terminal & Eastern
Bellota
Linden
Milton
Felix
Nassau
Irving
Columbia
Confidence
El Pinal
Armbrust
Stockton
Holt
Trull
Gillis
Hislop
Middle River
Peters
Waverly
Copperopolis
Tuttletown
Sonora
Soulsbyville
Tuolumne
Carters
Larson
Farmington
French Camp Slough
French Camp
Burnham
Eugene
Gotri
Jamestown
Stent
Quartz
Chinese Camp
Shawmut
Jacksonville
Keystone
Cometa
Thalheim
Avena
Lathrop
Atlanta
Tidewater Southern
Lone Tree Cr.
Escalon
Groveland
Big Oak Flat
Sequoia
San Joaquin Bridge
Manteca
Morrano
Weston
Bethany
Banta
Jamey
Tracy
Fitz
Rhodes
Lyoth
Ripon
Huntley
Burnett
Oakdale
Occidental
Riverbank
Claribel
Cooperstown
Warnersville
Paulsell
Coulterville
Kingsley
El Portal
Linne
Carbona
Yarmouth
McNeal
Salida
Covell
Claus
Modesto
Empire
Waterford
Hickman
Blanchard
Baxter
Varain
La Grange
Bagby
Mountain King
Vernalis
Ohm
Romain
Hally
Westley
Ceres
Hughson
Esmar
Keyes
Hunters Valley
Exchequer
Bear Valley
Whitlock
Jerseydale
Montpellier
Denair
Turlock
Snelling
Merced Falls
Hornitos
Mt Bullion
Mariposa
Bootjack
Vanormer
Patterson
Ryer
Arundel
Ballico
Cressy
Amsterdam
Delhi
Indian Gulch
Cathay
Crows Landing
Livingston
Yam
Nairn
Arena
Cuba
Ben Hur
Stomar
Timba
Stevinson
Atwater
Buhach
Fergus
Bloss
Merced
Tuttle
Whitton
Burchell
Lewis
Grubgulch
Newman
Gustine
Lingard
Plainsberg
Le Grand
Athlone
Raymond
Knowles
Hillside
Knowles Jct.
Herbert
Linora
Ingomar
Labranza
Marguerite
Sierra Vista
Minturn
Chowchilla
Watkins
Jesbel
Caulton
Gilroy Hot Sprs
Volta
Trent
Sharon
Talbot
Bells Station
Los Banos
Abatto
Gadwall
Califa
Fairmead
Berenda
Miller
Agatha
Brito
Dos Palos
San Felipe
Plantel
Madera
Storey
Oxalis
Silaxo
Borden
Italian Swiss Colony
Trigo
Hudner
Lone Tree
Cleveland
Irrigosa
Greenleaf
Hollister
San Benito
Firebaugh
Thorne
Herndon
Everts
Bullard
York
Cromir
Andrews
Tres Pinos
Bonanza
Arbios
Mendota
Bigola
Dickenson
Rudd
Floyd
West Acres
Rolinda
Chinmore
Biola Jct.
Muscatel
Fresno
Whites Bridge
Ingle
Jamesan
Kerman
Kearney
Nevills
Fruitton
Forkey
Crank
Wesby
Craycroft
Paicines
Emmet
Mulberry
Tranquility
McMullen
Oleander
Big Panoche Cr.
Little Panoche Cr.
Mokelumne River
Calaveras River
Stanislaus River
Tuolumne River
Merced River
Dry Cr.
Mariposa
Chowchilla
Fresno River
Cottonwood
San Joaquin
Orestimba Cr.
Del Puerto Cr.
El Salado Cr.
Ingram Cr.
Los Banos Cr.
San Luis Cr.
Quinto Cr.
Los Garzas Cr.
Owens Cr.
Duck Slough
Deadmans Slough
Ash Slough
Berenda Slough
Black Rascal Cr.
Bear Cr.
Yosemite Valley
Sierra Railway
Mormon Slough
Amador Central R.R.
Diamond Caldor Ry.
Lake Tahoe Ry.
S.P.R.R.
C.P.R.Y.
A.T.&S.F.RY.
W.P.R.Y.
Central California Traction Co.
M.E.R.R.
T.&S.R.R.
S.J.Div.
Coast Div.
Sac. Div.